

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims

Claims 1-15. (Canceled)

16. **(Currently amended)** In a fuel injection system for an internal combustion engine, the system including a high-pressure fuel source (1, 4), a fuel injector (10) which can be supplied with fuel from a high-pressure fuel source (1, 4) including a high-pressure pumping unit (1) and which includes an injection valve member (37) for opening or closing injection openings (43), and a low-pressure circuit (64) including a prefeed pump (55) which pumps fuel from a fuel tank (14), the improvement comprising return conduits (50, 52; 13, 53) for delivering partial return fuel quantities, depressurized to the prefeed pressure of the prefeed pump (55), to the low-pressure circuit (64) **[[by]] from** pressure boosters (7, 52) or **[[by]] from** fuel injectors (10), the partial return fuel quantities being delivered inside an infeed portion (60) **wherein the low-pressure circuit (64) comprises a compensation container (51) acted upon by the returns (50, 52) from the pressure booster (7).**

17. **(Previously presented)** The fuel injection system of claim 16, wherein the high-pressure fuel pumping unit (1) subjects a common rail (4) to fuel that is at high pressure.

18. (Canceled)

19. (Currently amended) The fuel injection system of claim ~~[[18]]~~ **16**, wherein the low-pressure circuit (64) comprises a fuel filter (17) and a fuel metering unit (59).

20. (Previously presented) The fuel injection system of claim 19, further comprising a first infeed portion (66.1) extending from the compensation container (51) to a first infeed point (61) in the infeed portion (60), which point is located upstream of the fuel filter (17).

21. (Previously presented) The fuel injection system of claim 19, further comprising a second infeed portion (66.2) extending from the compensation container (51) to a second infeed point (62) in the infeed portion (60), which point is located downstream of the fuel filter (17).

22. (Previously presented) The fuel injection system of claim 19, further comprising a third infeed portion (66.3) extending from the compensation container (51) to a third infeed point (63) in the infeed portion (60), which point is downstream of the metering unit (59).

23. (Previously presented) The fuel injection system of claim 20, further comprising a second infeed portion (66.2) extending from the compensation container (51) to a second infeed point (62) in the infeed portion (60), which point is located downstream of the fuel filter (17), and a

third infeed portion (66.3) extending from the compensation container (51) to a third infeed point (63) in the infeed portion (60), which point is downstream of the metering unit (59), the infeed portions (66.1, 66.2, 66.3) each being secured against the fuel tank (14) via a respective overpressure valve (54).

24. **(Previously presented)** The fuel injection system of claim 16, wherein the infeed portion (60) extends from the compression side (56) of the prefeed pump (55) to the high-pressure pumping unit (1).

25. **(Previously presented)** The fuel injection system of claim 19, wherein the fuel filter (17) and the metering unit (59) for the high-pressure pumping unit (1) are located inside the infeed portion (60).

26. **(Previously presented)** The fuel injection system of claim 16, wherein both injector control quantities and leakage quantities from the fuel injectors (10) are delivered to the low-pressure circuit (64) via a return (13, 53) inside the infeed portion (60) downstream of the prefeed pump (55).

27. **(Previously presented)** The fuel injection system of claim 16, wherein the pressure booster (7) is integrated with the common rail (4).

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28. **(Previously presented)** The fuel injection system of claim 16, wherein the pressure booster (7) is integrated with the fuel injector (10).

29. **(Previously presented)** The fuel injection system of claim 16, wherein the prefeed pressure of the prefeed pump (55) is between 4 and 8 bar.

30. **(Previously presented)** The fuel injection system of claim 16, wherein a pressure change in a differential pressure chamber (27) of the pressure booster (7, 52) causes a pressure change in the high-pressure chamber (9) of the pressure booster (7, 52).